

## LASKER FIGHTS PLT AGAINST OUR MARINE

Foreign Interests Working  
Silently, He Reveals to  
Advertising Men.

MONEY LOSS CHECKED  
Ship Board After 16 Weeks  
Is Ready to Help Build  
for Prosperity.

TRADE HANGS ON VESSELS  
Harding Commissioners and  
Other Prominent Men at  
Luncheon.

Charges that foreign shipping interests are working silently to "undermine" the possibility of an American merchant marine were made yesterday by Albert D. Lasker, chairman of the Shipping Board, at a luncheon by the Advertising Club of New York at the Commodore.

"Seemingly insurmountable obstacles" must be met by the board, Mr. Lasker said, in its efforts to apply the Jones act to American shipping. Some American ship owners, Mr. Lasker asserted, are loath to assist in bringing about a change. The future prosperity of the country, he said, depends on the successful establishment of an American merchant marine.

As a result of sixteen weeks of work by the new Shipping Board, Chairman Lasker expressed the opinion that financial loss has been checked. The successful operation of the vessels controlled by the board, he said, constituted the nation's only assured hope of world trade, which means prosperity and happiness for the country.

Board Agrees With Him.

Mr. Lasker's colleagues on the Shipping Board were at the luncheon, and their views on the situation coincide fully with his own, he told his hearers.

Among those at the speakers' table were Frank E. Fehman, Frederick A. Wallis, Commissioner of Immigration, the Rev. Newell Dwight Hillis, George I. Brown, H. V. B. Darlington, Kermit Roosevelt, Alan Harriman, Jr., Henry H. Curran, President of the Borough of Manhattan, William A. Frederick, chairman of the Public Service Commission, Cyrus H. K. Curtis, Isaac F. Brinson, James W. Gerard, Arthur Brisbane, Oliver F. Merrill, Saunders Norvell, R. H. Lee and Paul Block. Others were George E. Chamberlain, Meyer Eliaser, Frederick L. Thompson, T. V. O'Connor, Edward C. Plummer and Rear Admiral W. S. Benson, Commissioners of the Shipping Board.

Mr. Lasker laid emphasis on the fact that the United States is no longer a virgin nation, but a manufacturer of surplus which must be disposed of abroad and exported in American built, owned and operated bottoms.

"General Lasker," he said, "the last 10 per cent of production makes the market. And this is the last 10 per cent that we must insure disposal of to customers in foreign lands. Except with a merchant marine under our own control there can be no assurance of these essential markets."

"We have to-day the second largest navy in the world," said Mr. Lasker, "and who can promise that in the next war we can call on allies for the bottom needed to transport our army and goods and supply it and our navy? So, the standpoint of peace or war, the standpoint of war, America's stability calls for the insurance of a merchant marine. Thus, an interest in the problem and a sacrifice for its successful solution become inseparable and the inland dweller as to the coastal population."

"Sixteen weeks ago to-day the present United States Shipping Board took the oath of office and entered upon the stupendous task assigned it. This child of war's necessity had grown to huge proportions under such conditions as to make it impossible for any one to comprehend its magnitude."

"These sixteen weeks of strenuous endeavor to have established a new beginning, but a real beginning, of the foundation upon which a substantial structure of accomplishment we hope, may, in good time, be erected. In June, the board overhauled the organization of the board and the Emergency Fleet Corporation consisted of some 8,500 people, at an annual salary expense of nearly \$15,000,000, but in spite of this huge organization it was necessary for the present board to call into being an entirely new body of executives to handle the work that it found awaiting it."

"As the summer passed it became necessary to go to the country for more money and no appropriation having been voted for the current fiscal year to the old board, the urgent deficiency bill carried \$48,000,000, which was voted for the board and the Fleet Corporation for the purpose of meeting current expenses. In addition, the board had already been given \$25,000,000 for the purpose of the ships under construction and was permitted to use \$55,000,000 more for its current expenses, provided it could find such sum in any part thereof and a task in fact to challenge the ingenuity of any organization. After sixteen weeks we find ourselves with the framework of our human organization (accounting, operating, financial, legal and liquidation) practically completed."

"With this new and what is considered in some quarters, high priced additions, the salary roll of nearly \$15,000,000 of June last has decreased to approximately \$12,000,000, and the number of employees represented by this pay roll to less than 6,000. Financial reports are beginning to come in. On September 23 we had a cash statement of August 31, the second cash statement that it has been possible for the new board to have since it took office."

"The same date our operating account for the month of August was presented, and three weeks ago the result of the inventory of all of the Shipping Board's materials and supplies (not including plants, ships, or accounts) is available for the construction of a policy for liquidation. The organization of the various departments and offices in proceeding agencies and it is hoped, will be completed in a few months to come will show a satisfactory progress toward a plan of respectable operating efficiency, controlled by the hands of American shipping in general and Government operation in particular."

"The American nation to-day finds itself in possession of a fleet of 1,450 oceangoing steel ships of approximately 10,500,000 deadweight tons, not to mention a fleet of 10 ferret concrete vessels over 50,000 tons and a wooden fleet of 235 ships of 1,000,000 deadweight tons. For practical purposes we need only consider the steel fleet, as the concrete and wooden ships will be eradicated."

"Of these nearly 1,500 steel steamers, we may say, in round figures, that one-third of the number are equipped with one-half of the tonnage in deadweight, are excellent commercial vessels, one-third are fair commercial vessels, and the balance are of such a nature that a total loss save for what salvage can be gotten out of them through ultimate sale or conversion, either in this country or abroad, would not be felt."

"The cost of the construction of this fleet and its operation up to the present time is about \$3,500,000,000. The total expenditure for all purposes is, of course, much larger, but the cost of the fleet and the fleet carried as a total loss, the greatest of the Government's war operations would not owe the American people one penny."

Helped End the War.

"Thus, most of this fleet was not finished until after the war's end, but Germany, knowing that the ships were to immediately come out of the yards, realized that she was fighting a losing battle, and she was forced to surrender her ships more profitably because they knew replacement was at hand. So that, potentially, the vast share of the fleet that was not finished until after the war's end played a dominating feature in hastening the final decision."

"Nor could our upward of \$2,000,000,000 worth of foreign trade have been carried on had it not been for the fleet and the present had not this fleet been in existence."

"So to-day we are left with this great fleet—many times the largest that has ever been assembled to the orders of a single owner—and the great question that confronts the Shipping Board, the problem toward which all of its organizing efforts have been directed, is the problem of the future of the vessels and of America upon the seas. For, in the successful operation of these vessels lies the immediate hope of the establishment of an American merchant marine, and in an established American merchant marine lies our only assured hope of world trade, which means prosperity and happiness for the country."

The Shipping Board has steadily been trying to get tonnage, primarily to stop its own losses, which has incidentally resulted in permitting continued operations by private owners, who could not run in competition with the Government vessels (even were the Government willing) during the present world depression. It is the board's duty to see that the utmost tonnage possible is being used at this time under the American flag, but it is also its duty to see that private operators are treated and that the Government's loss is minimized.

Time Spent in Organizing.

"The present Shipping Board has three great responsibilities: First, the operation of the fleet which it inherited, pending its sale to private owners; second, the liquidation of its assets, and third, but for most important, the application of the Jones act as the basis of the future of the country's legislation. Mr. Lasker characterized this act as a 'Magna Charta for America on the seas' and the board is determined to see that the application of the Jones act is the basis of the future of the country's legislation."

"That it might devote itself intelligently and unimpeded to the Jones act, the first sixteen weeks of the existence of the present Shipping Board have been spent in building an organization to operate the fleet and liquidate its materials. This, in itself, is a stupendous task, but is one which we feel on the high ground of the nation's accomplishment. And thus now for the first time a United States Shipping Board finds itself positioned to study and apply the great charter given it by the merchant marine."

"That study and collateral work necessary to the same must perforce occupy a considerable span of time. But if in the next sixteen weeks the Shipping Board can make a substantial progress in this greater problem of the study and application of the Jones act as it has made in the past sixteen weeks in the operation and liquidation of its physical assets, it will have accomplished what its most ardent well-wishers dared not hope for. Seemingly insurmountable obstacles must be met, and the board must be met with the reasons of the past, with the status quo changed. Unfortunately, there are possibly American owners who, feeling secure in conditions as they exist, and which have insured against the loss of their property, are not prepared to form part, selfishly cannot see unblendedly the greater picture of a greater American merchant marine and are not prepared to see about any greatly changed conditions."

"Obviously, we cannot gain trade on the seas without displacing the existing trade enjoyed by foreign nations. And this is the case even at work, as it is, but surely, in their own national interest, for which we cannot blame them, to undermine the possibility of the Jones act. The Jones act is a bill must be given life by the present board. These hostile forces from within and without, sowing seeds of discord and division, must be met and vanquished or America will perish from the oceans and be confined in carrying trade to within its own borders."

"Such an accomplishment cannot be realized, as President Harding has said, 'by the waving of a magic wand.' Those who are truly interested in the winning of the United States in their own industry are crying aloud for results faster than they can be brought about, and unwittingly are the aiders and abettors to those who would destroy the possibility of an American merchant marine."

"The Shipping Board, inheritors of a war built business, with all its consequent weaknesses, the Shipping Board, with all its financial and legal and liquidation which have been put on it by the Jones act, began the patient liquidation of the country while it does the foundation of a new business, the Jones act into life. And if that confidence is lacking, or if impatience from any quarter does not give opportunity to the Shipping Board to build truly and soundly, there is America's economic life on the seas for the next generation dark indeed."

presenting the most they will also find reasons and conditions not to give us the bottom necessary to carry our commerce."

"The future of the American merchant marine is in the recognition by the farmer of Kansas, the miner of Arizona, the industrial worker of Indiana that his continuous employment is in measure dependent on the carrying of his surplus production to foreign markets; and that can only be insured by the existence of American bottoms. National realization of this fact, and national insistence and patience with the Shipping Board in the unbelievably trying conditions which surround it, are the pillars of hope for the future of the American merchant marine."

## SHIP BOARD MEMBERS LOOK OVER LEVIATHAN

Members of the United States Shipping Board finished their present visit to New York with a tour of inspection yesterday afternoon aboard the Leviathan. From the foot of Forty-second street they were taken on a tugboat to the pier where the Leviathan is being loaded, and then to the ship, where they were met by Mr. A. S. Franklin, president of the International Mercantile Marine Company, and by William F. Gibbs, construction chief of that corporation, who is the chairman of the various technical committees which have charge of preparing the plans for the reconstruction of the ship.

Mr. Franklin and Mr. Gibbs escorted the board members to every part of the Leviathan, where they were given a detailed account of her condition. It was said to be in perfect condition, to the towering bridge and boatdeck, where workers were busy removing the scars left by the recent pier fire that threatened the life of the one time pride of the German merchant marine.

The board has not yet reached any conclusion concerning the reconstruction of the vessel, which is expected to cost from \$3,000,000 to \$3,500,000. All the members took part in the Hoboken excursion except Rear Admiral Benson, former chairman, and Albert D. Lasker, former chairman of the board, to both of whom the Leviathan already is an old friend. Mr. Lasker, after having delivered his address at the Hotel Commodore luncheon, made no secret of the fact that he was headed for the Polo Grounds, where he was to deliver the powerful of a superior attraction.

## NEW YORK CURB MARKET

WEDNESDAY, OCTOBER 5, 1921.

		High.	Low.	Last.	Chg.		Sales.		High.	Low.	Last.	Chg.
200 Atlantic Lobos.	75	75	75	75	-1 1/4	424 Alvarado Min.	8 1/2	47	8	8	8	
55 Calena Sil. Ore.	37	37	37	37	0	4000 Alameda Jern.	40	32	40	32	0	
200 Cal. & Pac.	20	20	20	20	0	55000 Boston Mnt.	1 1/2	1 1/4	1 1/2	1 1/4	0	
200 S. O. Indiana.	73	72 1/2	72 1/2	72 1/2	0	2000 Caladenia Mnt.	5	4	5	4	0	
INDEPENDENT OILS.												
90 Allison Oil.	53	53	53	53	-1 1/2	1100 Can. Sill.	28	27	28	27	0	
Alitied Oil.	4	4	4	4	0	2000 Canada Cop.	30	29	30	29	0	
200 Ark Nat. Gas.	4	4	4	4	-1 1/2	2200 Can. Sill.	28	27	28	27	0	
200 Beane Oil.	34	34	34	34	0	2000 Can. Sill.	28	27	28	27	0	
200 Ber & Wyck.	83	80	80	80	0	2000 Can. Sill.	28	27	28	27	0	
200 B. & O. Oil.	80	80	80	80	0	10000 Can. Sill.	28	27	28	27	0	
200 Cities Service.	133 1/2	128	128	128	-1 1/2	2000 Cor. Mines A.	6 1/2	6 1/4	6 1/2	0		
200 Cit Serv B. & S.	125 1/2	124 1/2	124 1/2	124 1/2	0	1900 Cons. Cop. Mine	10	9	10	9	0	
200 Cit Serv C.	125 1/2	124 1/2	124 1/2	124 1/2	0	2000 Cons. Silver.	83	80	83	80	0	
200 Continental Pet.	2 1/2	2 1/2	2 1/2	2 1/2	0	2000 Cons. Silver.	83	80	83	80	0	
200 C. & O. Oil.	10	10	10	10	0	22100 Divide Ext.	30	26	30	26	0	
200 Cushing Pet.	10	8	8	8	0	200 Dolores Exp.	16	14	16	14	0	
200 Dominion Oil.	7 1/2	7 1/2	7 1/2	7 1/2	0	2000 El Paso	10	9	10	9	0	
200 Edwards.	14	14	14	14	0	20000 Elk Creekman.	46	43	46	43	0	
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